

CENTRAL INTELLIGENCE AGENCY

S-E-C-R-E-T
NOFORN

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

S-E-C-R-E-T
NOFORN
- 2 -

25X1

4. Runway:

- a. Alterations to the runway were carried out between 1948 and 1949. They were completed in June 1949.
- b. Only the east-west runway was retained. The other two runways were replaced by grass.
- c. The east-west runway was lengthened so that the eastern end now extends to twenty meters beyond the Burger Chaussee/Pappelallee crossroads, which were incorporated as part of the runway. The last fifty meters, however, are not in use.
- d. The western end of the runway was lengthened as far as the first house in the village of Zahsow.
- e. The total length of the runway is 2.5 kilometers.
- f. The width, approximately 45 meters, remained unchanged.
- g. The material used was concrete.

5. Taxiway:

- a. While the alterations were being made to the runway the taxiway, in the form of a crescent or half circle, approximately 30 meters wide, was constructed.
- b. The material used was concrete.
- c. The taxiway runs from the top of the western end of the runway past the hangars towards the eastern side where it joins the runway about 50 meters before the latter's end.
- d. The section of the taxiway in front of the hangars at either side of the control tower has been widened so as to provide hardstands.
- e. This section is about 100 meters long and 70 to 100 meters wide.

6. Hangars and Sheds:

- a. There are on the airfield: 8 hangars, 10 sheds, 5 wooden barracks, and 1 control tower.
- b. Hangars:
 - (1) Hangar 1 is situated at the eastern end of the airfield near the Spreewald railway. It is undamaged and serves as a repair shop.
 - (2) Hangar 2 is situated to the west of hangar 1 and is damaged, but part of it is used as a repair shop.
 - (3) Hangar 3 is situated to the west of hangar 2. It is damaged and not in use.
 - (4) Hangar 4 is situated west of hangar 3 and houses YAK-11's and YAK-18's. The capacity is 50 aircraft.
 - (5) The control tower is situated west of hangar 4.
 - (6) Hangar 5 is situated west of the control tower. It houses YAK-11's and YAK-18's. The capacity is 50 aircraft.
 - (7) Hangar 6 is situated to the west of hangar 5. It is damaged and under repair.
 - (8) Hangar 7 is situated to the west of hangar 6. It is damaged and under repair.
 - (9) Hangar 8 is situated west of hangar 7. It is damaged and under repair.
 - (10) Hangars 4 and 5 are steel-constructed and have glass roofs. The walls are lined with sheet iron for 2/3 of their height and the other 1/3 is made of glass.

S-E-C-R-E-T
NOFORN

S-E-C-R-E-T
NOFORN
- 3 -

25X1

c. Sheds:

- (1) Nearly all the sheds are damaged and are at present undergoing repair.
- (2) An exception is the shed at the head of the Spreewald railway which is the workshop and is intact.
- (3) The shed adjoining the workshop is also in fair condition and is used as a second workshop. In addition it contains two gliders and one single-engine sports aircraft of Czech manufacture but unknown make.
- (4) The afore-mentioned gliders are used by the Athletic and Technical Association (GST).
- (5) No new sheds have been completed since 1945.

d. Wooden barracks:

The five wooden barracks are used as instruction rooms, post office and post exchange.

e. Control tower:

The control tower situated almost in the center of the eight hangars houses the flying control, technical services, signals and meteorological services as well as a loudspeaker installation.

7. Stone barracks:

- a. Ten two-story stone barracks have so far been identified.
- b. Each barracks has a separate number.
- c. Each barracks accommodates one "Staffel" or company, both officers and men.
- d. Each building contains a small kitchen, recreation room and rooms for party organizations, squadron organizations, group organizations, FDJ leadership, etc.

8. Fuel stores:

- a. There are five tank installations. These are:

- (1) the former Esso bulk store next to the signal barracks.
- (2) the tank installation to the west of Burger Chaussee about 100 meters from the take-off point at the eastern end of the runway, next to the loading ramp of the Spreewald railway.
- (3) east of the Burger Chaussee about 100 meters from the take-off point at the eastern end of the runway.
- (4) south of the barracks of the former air signals school in a closely guarded hut, measuring 80 by 30 meters.
- (5) two fuel tanks approximately 200 meters north of the former commanding officer's house and approximately 50 meters east of Burger Chaussee.

b. Capacity:

- (1) The capacity of installation (1) is unknown.
- (2) Installation (2) has four fuel tanks with a capacity of 5,000 liters each, but at present there are only two in use. These fuel tanks contain aviation gasoline (Flugbenzin).
- (3) Installation (3) consists of four fuel tanks with a capacity of 5,000 liters each. Two are in use. These contain fuel for motor vehicles. At this installation there is a gasoline pump.
- (4) Installation (4) - capacity unknown.
- (5) Installation (5) - there are two fuel tanks here which are said to contain 100,000 liters and 60,000 liters. These two fuel tanks were built in by the firm Barthel, the Cottbus boiler firm on Merzdorfer Weg. The employees of this firm maintain that the tanks have been ruined by the Russians to such an extent that they are no longer serviceable.
- (6) There are no underground pipe lines on the airfield.

S-E-C-R-E-T
NOFORN

S-E-C-R-E-T
NOFORN
- 4 -

25X1

9. Approaches to the Fuel Stores:

- a. The bulk store is connected to the Spreewald railway. There is also an approach road via Pappelallee, Burger Chaussee and Windmuehlenweg.
- b. Installation (2) is connected only to the Spreewald railway.
- c. Installation (3) can be approached by road from Burger Chaussee and Windmuehlenweg. Long hoses probably lead from the installation to the railroad.
- d. Installation (4) can only be approached by road via Burger Chaussee and through the former air signal school.
- e. Installation (5) can also be approached only by road via Burger Chaussee.
- f. There are no details on refueling arrangements.

10. Telephone Installations:

- a. There is an underground telephone cable from Cottbus to Drewitz. The route the cable follows is not yet known.
- b. The Cottbus municipal lines are also used for communications.
- c. In addition the airfield has its own exchange and lines for internal communication.
- d. The telephone exchange is said to be situated in the Ministry for Internal Affairs east of Burger Chaussee.

11. Light, Gas and Water:

- a. The airfield obtains its current from municipal supplies.
- b. Next to the boiler house is a transformer building which distributes current for the airfield.
- c. No emergency lighting installations have yet been identified.
- d. Water is obtained from the municipal works at Sachsendorf. No water pumps are available, only hydrants.

12. Guards:

- a. Each company serves as guard company for one week at a time.
- b. The guards consist of four posted sentries and ten two-man patrols. The patrols are spaced out at intervals around the perimeter of the airfield.
- c. The sentries are posted at both ends of the runway, in a guard hut on Burger Chaussee, and at the east and west entrances of the airfield.
- d. There are also three watch towers in the area east of Burger Chaussee, manned by single sentries.

13. Aircraft Count:

- a. 7 May 1955: 48 YAK-11's and YAK-18's and 3 AN-2's.
- b. The 48 YAK aircraft were divided into 3 Staffels of 16 aircraft, each Staffel being identified by red, blue and yellow propeller hubs.
- c. 15 April 1955: Parachutists were issued new Soviet parachutes which are square, as opposed to the normal round type used in the past.

S-E-C-R-E-T
NOFORN